

## FREIGHT REDUCTION

### Question of Rates Hooked up With Wage Scales.

### NATION WIDE STRIKE IN PROSPECT

Railroad Representatives Confer With Freight Reduction a Bid For Public Pressure to Bring About Reduced Wages.

From Associated Press.

Chicago, Oct. 14.—Representatives of the nation's railroads today, after announcing that they cannot reduce freight rates at present without going into bankruptcy and that they would immediately seek a further reduction in the employees' wages from the United States railroad labor board, went into a futile conference with union leaders in an effort to reach an amicable settlement of wage difficulties which at times have threatened to tie up the transportation system of the country.

At the conference union leaders asked reconsideration of their request of last July that a 12 1/2 per cent. wage reduction be granted by the labor board be put into effect immediately, that no further wage reductions be sought at present and that no change be made in the overtime pay rates. This request was refused and the railroads presented their statement announcing the proposal to seek new reductions and not to reduce rates until further reductions were granted.

The labor leaders left the conference immediately and few of them would discuss its proceedings or predict the results.

"I am no prophet," said Warren S. Stone, president of the Brotherhood of Locomotive Engineers. "What will happen is more than I can say."

W. G. Lee, president of the Brotherhood of Railroad Trainmen, refused to discuss the situation after the meeting but previous to it had said the "roads must be crazy to seek a new reduction when the men have just authorized a strike over an old wage cut."

R. S. Bunker, of the Association of Railway Executives, said that the transportation system was facing one of its greatest crises, but also refused to make predictions.

Union leaders freely admitted, however, that there had been little harmony between the committees in the conference.

The executives announced, however, that the proposal to pass further wage reductions on to the public by applying to the interstate commerce commission for a reduction in freight and passenger rates had been accepted and that the future wage reductions would be met by a corresponding reduction.

The conference was begun at the suggestion of the union leaders, then invitation for a meeting being accepted by the railroads following announcement concerning freight rates.

As the meeting started, the committee appointed by the association of railway executives declared they believed it would settle most of the immediate difficulties between the carriers and their employees.

### Union Leaders Reticent.

The union leaders were backward about discussing the meeting, although some indicated its purpose might be almost nullified by the announcement that a further wage reduction would be sought.

W. G. Lee, president of the Brotherhood of Railroad Trainmen, said that "since the union men already had authorized their leaders to call a strike rather than accept the recent 12 1/2 per cent. wage cut, I do not see how the roads can have the nerve to suggest another cut."

The labor committee was composed of Mr. Lee, Warren S. Stone, president of the Brotherhood of Locomotive Engineers; L. S. Shepard, president of the Order of Railroad Conductors; W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers; and D. C. Cashen, president of the Switchmen's Union of America.

The railroad executives committee was as follows: C. H. Markham, president of the Illinois Central; W. W. Atterbury, vice president of the Pennsylvania; L. E. Gorman, president of the Chicago, Rock Island & Pacific; C. R. Galt, president of the Great Northern; and Ralph Budd, president of the Great Northern.

### Wage Cut of 10 Per Cent.

The executives, it was announced, wish the wages of train service men returned to the same level as previous to the increase granted in the labor board decision of July, 1920. This will necessitate a 10 per cent. reduction, it was said.

The decision of the executives, reached in a meeting of the Association of Railway Executives, following consideration of numerous plans and proposals regarding wages and rates, was a proposal for an immediate reduction in freight rates on agricultural commodities, the reduction to be effective for 30 or 60 days as a test. This plan met with opposition from a number of the roads, most of them maintaining they could not exist with lower rates.

The announcement, which was included in a statement of some 1,000 words explaining the financial condition of the roads, was the transportation situation even more tense than it had been through a day in which no rumor after another of strikes, wage and rate cuts had been prevalent.

### Piece Rate Restored.

An announcement from the labor board that the piece rate system of pay had been restored also added to the situation. None of them would in-

the excitement and brought reports of dissatisfaction from the unions.

Union chiefs were dubious as to how their men, 80 per cent. of whom have authorized a strike rather than accept the recent 12 1/2 per cent. wage reductions, would take the various announcements of the day.

The roads declared their action was being taken with the view of lowering freight and passenger rates in the future.

"It was determined by the railroads of the United States to seek to bring about a reduction in rates," the statement said, "and as a means to that end to seek a reduction in present railway wages which compelled maintenance of present rates."

### See Wage Cuts at Once.

"An application will be made immediately to the United States railroad labor board for a reduction in wages of train employees sufficient to remove the remainder of the increase made by the labor board decision of July 20, 1920, (which would involve a further reduction of approximately 10 per cent.) and for a reduction in the wages of all other classes of railroad labor to the going rate for such labor in the several territories where the carriers operate."

The foregoing action is upon the understanding that concurrently with such reduction in wages, the benefit of the reduction thus obtained shall, with the concurrence of the interstate commerce commission, be passed on to the public in the reduction of existing rail rates, except in so far as such reduction shall have been made in the meantime.

"The roads have decided upon this course in view of their realization of the fact that the wheels of industrial activity have been slowed down to a point which brings depression and distress to the entire public and that something must be done to start them again in operation."

### Some Rates Already Cut.

The statement then gives a lengthy review of railroads' finances and declares that "it is manifest that the recent reductions of wages authorized by the labor board in no sense meets or solves the problem of labor costs and in no way makes it possible for the railroads to afford a reduction in their revenues."

The statement points out that many roads voluntarily have made freight rate reductions and adds that the rate of return earned by the roads in 1920 on the basis of investment was only 3.2 per cent.

### Final Instructions Today.

Late tonight Mr. Lee said that district chairmen of the unions would receive their final instructions tomorrow as to whether there would be a strike. Asked point blank if a strike would be ordered, he said:

"I will not say definitely, but were I a betting man I would place my money that there will be a strike."

"Regardless of what action is taken, the final decision is only a matter of the rising and setting of a few suns. The district chairmen will receive their final orders tomorrow and then will go home. My chairman already have been sent home and will receive their orders by mail."

Asked concerning the reports that a strike effective October 20 had been decided upon, Mr. Lee replied:

"I won't answer that definitely, but if some one has told you that they have hit a lot of nails on the head—perhaps they are not exactly right, but they are drying close."

### Would Avoid Delay.

A general policy of wage and freight rate reduction was the dominating topic under discussion today. Realization that the the legal steps necessary to lower wages and transportation charges would delay and benefit to the public indefinitely was said to be responsible for a definite proposal to aid agricultural production.

According to railroad officials, a temporary reduction of rates on farm products was thought to be possible with comparatively little delay.

A tentative reduction of 10 per cent. was suggested. Meanwhile, the roads would take up wage negotiations with their employees and if unable to obtain an agreement to reductions, would take the question to the railroad labor board.

A decision by the board to allow further reductions would then mean immediate application to the interstate commerce commission to reduce freight rates on all commodities.

If the attempt to reduce wages was unsuccessful, it was proposed to restore the present rate on farm products.

The executives, among whom were a score of the leading railroad officers in the country, expected to conclude their discussion in one day, taking swift action on the wage and rate reductions. The initiative in asking reductions would be taken by the individual roads, according to those attending the meeting, rather than by the association.

### Walkout October 30?

Various conditions in different parts of the country would necessitate different rates of wage reductions, they said, although groups of roads in similar regions might act together. Application for wage reductions will be made to the United States railroad labor board and for freight and passenger rates reductions to the interstate commerce commission.

Some of the brotherhood chiefs would deny or confirm reports that October 20 had been tentatively decided on as a basis for calling on employees. Progress was temporarily halted in the brotherhood discussions, pending the reply of the executives to the labor board request for a conference. Meanwhile, the wage groups, including maintenance of way, signal men, clerks, firemen and others, and other railroad unions met to discuss pay had been restored also added to the situation. None of them would in-

time what their action might be.

With the removal of the piece work ban by the labor board, the shopmen were brought one step nearer a strike. In August, members of the six unions affiliated with the railway employees department of the American Federation of Labor voted to strike, as a result of the July 1 wage reduction. The call was held up pending announcement by the board of its rules decision. Today's decision permitting the roads to negotiate for piece work was accepted as a defeat by the shopmen, who have opposed the work strenuously.

### OVER THE STATE

News Paragraphs From All Sections of South Carolina.

### Illiteracy Vanishes.

Sixty-two and eight-tenths of the population of South Carolina of school ages attend school, according to the census figures received in Columbia from Washington. Sixty-two per cent. of the white population of the state of school ages, 2 to 50, and sixty per cent. of the negro population between 5 and 20 are in school. There are 423,740 children in the schools of the state, according to the census. There are more girls in school than boys, by a very small margin, and a larger percentage of the urban population of school ages attends school than of the rural population.

### Big Eagle Captured.

A large bald eagle, a bird practically extinct in this section, was discovered in a tree on a plantation near Greenwood a few days ago by a negro man named Nemo Arbie. The negro shot at the bird. The bird was retrieved and found only slightly hurt. The eagle measured six feet from wing to wing tip.

### Merry Row in Columbia.

Columbia's city council is having a warm legal battle over the question of slaughtering meat. The city erected an abattoir several months ago and all meat sold in Columbia must, under city ordinance, be slain at this place. The abattoir is modern in every respect and is located outside the city limits. Five butchers have co-operated in the erection of an independent slaughter pen in another direction from the city and there they have been killing their meat. Cases were brought against them in the city court and each butcher of the independent five was fined \$100 or sentenced to serve thirty days on the farm. The butchers have given notice of appeal to the higher courts, and they have good legal representation. The state board of health has examined the independent butchering place and State Health Officer Hayne declares it to be in good condition from the sanitary standpoint.

### Possum Found at Wreck.

C. C. Schumppert, treasurer of Newberry county, was seriously hurt Thursday night when his buggy was run into by an automobile owned and driven by Ned Purcell. The accident occurred on Main street. The car struck one of the front wheels of the buggy and the horse became frightened and ran, causing Mr. Schumppert to be thrown from the buggy. A neighbor passing at the time caught the horse and rendered assistance in getting Mr. Schumppert into his house nearby. A physician was called and found that while not dangerously injured, he was painfully bruised and cut and would not be able to be out for some time. Mr. Purcell was not hurt and but little damage was done to his car. It seems that the accident was entirely unavoidable and no blame attaches to either. During the excitement a curious thing happened. An opossum came out into the street to see what the trouble was all about. It was chased into the yard of Dr. Duff's home and took refuge under the house. The doctor got out and got under the house and got the opossum.

### Poisoned by Oysters.

Following a brief illness, caused by oysters eaten, from oysters eaten last Saturday night, Mrs. E. E. Faulkner died Friday morning at her home at 10:20 o'clock, 185 Jackson street, Greenwood.

### Wild Cat Captured.

What is believed to be the largest wildcat ever captured in the Charleston section was trapped and shot Monday at Magnolia Gardens, the animal weighing, it is estimated, more than 60 pounds. It measured 40 inches from tip to tip, and stood 21 inches high. The beast had been robbing a turkey roost at the garden mansion. C. Norwood Hastie, owner of the garden, had the specimen temporarily mounted, on exhibition today. It will probably be presented to the Charleston museum.

### Union Baptists to Build.

The congregation of the First Baptist church of Union Sunday voted to build at once a modern departmental Sunday school building to cost \$10,000. Dr. E. S. Reeves, the pastor, has been negotiating the question of building for two years and the full amount has been subscribed. Seventeen years ago when the church was built, it was thought there would probably never come a time when the capacity would be inadequate. It is now planned to build the new Sunday school quarters with a capacity of 700 more than can now be accommodated.

### They Go Together.

"The rapidly increasing divorce rate," remarked the wit, "indicates that America is indeed becoming the land of the free." "Yes," replied his prosaic friend, "but the continued marriage rate suggests that it is still the home of the boy." The American Legion Weekly.

## THE SOUTHERN NEGRO

### Catalogue of Virtues and Faults by One Who Knows.

### MAN GENERALLY LIKES HIS MASTER

Best Servant in the World—Is More Honest than He Gets Credit for Being—Lacks Gratitude and Also Lacks Resentment.

Written for the Yorkville Enquirer by T. Larry Gantt.

I was born and raised on a plantation surrounded by slaves. I have worked negroes all my life, as farm hands, domestic servants and in other capacities. I have had in my employ what were known as very bad negroes; but I never had the least trouble with one, or had a negro to give me the slightest impertinence. So it is my firm belief that if a white man will stay in his place a negro will remain in his place and not presume to trespass on the domain of his employer. If you will analyze the racial troubles, in most cases they originate in some white man placing himself on an equality with negroes, associating, drinking and gambling with them. The negro always looks down on a white person who places himself on their level, and is ever ready to take advantage of such condescension on the part of a white man. "Give one inch and he will take an ell." The result is that the white man becomes incensed at such familiarity by his black associates and falls back on his blood. Then his own race espouses his side, the negroes rally around their color, and trouble results.

I believe I understand negro nature thoroughly. He must first of all be kept in his place, and be made to remain there. The negro is always ambitious to advance his position alongside the whites, as he looks up to them as a superior race and is quick to take advantage of the slightest movement on the part of a white man toward wiping out the dividing line.

While there are brutes among the negroes, as a whole they are a kindly, gentle people, and easily controlled for good or evil. But the negro is a child of impulse, and is easily led. During the days of reconstruction he was controlled by political adventurers from the north, but after the overthrow of carpet-bag rule his leaders were from his own race, generally his preachers, as they are an emotional people and quick to espouse any new thing that comes along.

They are enthusiastic about their churches, their schools and secret societies. But the negro is devoid of two traits: gratitude and resentment. Even after emancipation some of the hardest taskmasters among farmers can always get all the hands they need, while other men who are kind and more lenient with their hands find it hard to secure laborers. This was evidenced in the case of Col. James M. Smith, the great Georgia planter. Col. Smith dealt justly and honestly by his hands, but he worked them as hard as during the days of slavery, and punished any neglect of duty on their part. Yet, Col. Smith had no trouble in getting a pick of labor. But it is casting pearls before swine to do a negro a kindness and expect any gratitude or appreciation in return. He has no appreciation whatsoever for favors, and will unhesitatingly, when his interest or humor prompts him desert you and go over to the one to whom he owes not the slightest favor.

As evidence of this, Col. John H. Christy of Athens, Ga., for years supported an old blind negro and kept him out of the poorhouse. But when Col. Christy made the race for congress, and was opposed by a white carpet-bagger, this negro voted against his benefactor and for a man he did not even know.

The thriftlessness of the negro and his wasteful extravagance have been a boon to the south. Had these people the thrift, economy and business management of the white man they would today be the land-owners of our section as they tilled the fields and by saving their money be enabled to buy up in time the bulk of our farm lands. While an occasional negro, by economy and thrift would manage to accumulate considerable property it does not remain even through the second generation. That old darkey is not long in his grave before his children begin to squander their inheritance, and it quickly passes back into the hands of the white man. Every child that old negro has left wants to begin life where their daddy left off. Very few blacks will labor with money in their pocket and good clothes on their backs. As a successful southern planter, once remarked to me, to get good work out of a negro you must get and keep him poor, hungry and naked.

But the negro has unquestionably made great strides and advances since emancipation, but this applies to only isolated cases and not as a general rule. The great mass of our southern blacks continue to live from hand to mouth and such will always be their case. But the morals have undeniably improved. I notice by my travels over the south that the blending of white and black blood has almost ceased. It is a rare thing these days to see a mulatto baby unless the offspring of a yellow mother or father. And every year it seems that the race of genuine negroes is increasing, except possibly around the cities. This is a healthy moral advance.

It is a common belief that all negroes will steal. This is slander on the race. Of course there are many rogues among these people, but one thing about the negro he never takes any article of very great value. For instance if you have a dishonest house servant and chance to leave a \$20 bill and a 50 cents silver piece exposed,

the negro, nine times out of ten, will take the silver and leave the bill. A white thief would pocket both. We Southern people know this falling and often condone small thefts, as we make that allowance in employing servants. But there are also honest and trustworthy negroes. Even during slavery days, my mother never locked her closets, having every confidence in her black domestics and she was never mistaken or had her trust betrayed.

The negro has a commendable ambition to educate his children, and will make any sacrifice, and feed them on blackberries, crust of bread in order to send them to school. This zeal is doubtless attributed to the fact that in slavery days education was forbidden fruit to blacks. And the negro is an apt pupil and makes rapid advances in his studies. But he is an imitator, and whatever he builds or does is transient and temporary. You might today remove every negro from the American continent and in a half century or less not a single evidence would remain that the race had ever been brought here, unless it be some washed field or gully where they tilled the land. The negro never looks to the future for his creed is "Sufficient unto the day is the evil thereof." With full stomach he never gives thought of tomorrow.

If northern politicians after emancipation had left the negro to the control and guidance of their former owners, there would never have been any race issue to solve, and these people would have been far advanced over their present condition. Unquestionably, the Southern people best understand negro nature, are their true friends. They would have been safe and trustworthy guides for their former slaves. Old negroes and their former owners would have lived together in peace and kindness and their children been trained in the way they should be. But with each succeeding generation of blacks the lines dividing the two races are each day widening, and what the end will be no one can predict. Some writers assert that the only solution of the racial problem will be one of three things. Emigration, extermination or amalgamation. Neither of these is possible or at all probable. The negro is here to remain and increase. His numbers are too great to move or exterminate, even did humanity sanction the latter alternative. As to amalgamation abhorrence to such a mingling of races is taking deeper root every year, even in the North. But the South has solved the race problem so far as this section is concerned. The negro will never be permitted to have any deciding voice in controlling this country. While there may be race riots and outbreaks, Southern manhood will always keep the blacks in check and in their place. The idea of amalgamation is too abhorrent to consider for a moment.

But one benefit, and a very great one, the negro has been to the South: His presence among us in such numbers has always kept from our section that flood tide of foreign immigration, for these new-comers did not care to compete with such cheap labor. The result is that in the South you find pure-blooded one hundred per cent. Americans and when the civilization and purity of our great republic is poisoned or imperiled by Old World scum, the South will be in a position to save the nation. I confidently believe that a day will come when our country must rely on the white people of the South to rescue their land from a peril that threatens it by a mixture blending of so many races and peoples. Such mixtures destroyed Rome and Greece, and today imperils our great American Republic. But there will ever remain in the South one spot where pure Americans are found.

### DISTRESS IN GEORGIA

### Cleveland Farmer Says Thousands are Suffering Because of Boll Weevil.

Pitiful tales of hunger and suffering are brought back by Cleveland county farmers who have been making pilgrimages to the boll weevil sections of Georgia to import white and colored farm help to this county, says the Cleveland (Shelby, N. C.) Star. Mr. Peter Grigg who has just returned from Bishop, Ga., near Athens, says he found hundreds anxious to come to Cleveland farmers or go anywhere just to get work enough for food and clothes. He wandered into a grocery store and found a landlord with 50 tenants on his farm who expressed a willingness out of sympathy for them to pay their way to Cleveland in order to help them out. Mr. Grigg selected a white tenant who will come with his family. On the streets of the town, the laboring class stop men and beg for work of any kind at any price they wish to offer. Never has Mr. Grigg in all his life seen people in such destitute circumstances. Many are without shoes and clad in rags. Landlords who bought high priced land are in destitute financial circumstances. Time merchants and banks have failed and the condition of the country is impossible to describe. Landlords are unable to feed their tenants during the winter months and are anxious to see them get out on somebody else's hands who can carry them through the winter. Mr. Grigg states that trains were crowded with whites and colored going "somewhere" looking for work. They would have their worldly belongings crammed in a "tee" sack or tied in a sheet, some of the men leaving their wives and children in quest of work.

### Books are Now Open

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AND LET IT BE REMEMBERED also that this offer of the paper at \$2.25 a year will be withdrawn on February 18, 1922, and that after that date the price will be \$2.50 a year.

L. M. GRIST'S SONS, York, S. C.

give them up. One of these men is reported to have seen poor people wearing on their feet old automobile castings cut up and sewed together for shoes.

The cause of it all was low cotton last year and a poor crop this year. It is learned that in the boll weevil section a bale to the mule is about all the yield will be, against ten to fifteen

bales to the mule in better days.

There is no mistake about the boll weevil ravaging the cotton crop. Grigg says one can walk through the fields and they will cover one's clothes.

The funeral of Miss Mabel Gordon, member of a London cycle club, who met death in an accident, was attended by the entire club membership mounted on motorcycles.

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